1:Stanford U. S-4, 5 1956 AF16 SW China AF16

491 of Tsun-i. Farther south, the highway leads to the provincial capital of Kuei-yang in the center of Kweichow Province. On the network of highways converging upon Kuei-yang are Tu-shan on the route to Kwangsi Province, Kuei-ting on the highway to Hunan Province, and An-shun on the road to Yunnan Province. In the mountain area of western Kweichow Province, An-shun, with an estimated population of 50,000, is the largest metropolis.

The western Szechwan-Yunnan route also passes through Kweichow Province. It starts from Lu-chou in Szechwan and enters Kweichow at a point a short distance north of Pi-chieh, then leaves Kweichow at a point south of Wei-ning. The possibility of expansion of Wei-ning is greater than that of Pi-chieh because in addition to the highway, the proposed Szechwan-Yunnan Railway will also pass through the former city. From Wei-ning south, the highway runs parallel to the proposed rail line to Chan-i, the northern terminal of the Yunnan-Indochina Railway.

•496 The Yunnan-Indochina Railway links Chan-i with Yunnan's provincial capital of Kunming. During World War II, Kunming was used as the liaison center for U. S. and Chinese armies in South China and as the terminal of the famed Burma Road and the "Over the Hump" airlift. The beauty of nearby Kunming Lake and a healthful climate make this lake region

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•496 "the jewel of the south." Meng-tzu is the largest city in southern Yunnan. A spur line connecting Meng-tzu with Ko-chiu to the west facilitates the distribution of the latter's tin output by way of the Yunnan-Indochina Railway. For a period tin mining in the Ko-chiu area was interrupted by the destruction of the railway, but vigorous reconstruction after the Communists came has rejuvenated the industry, which, it is reported, supports 150,000 people. The last station on the Yunnan-Indochina Railway in China is Ho-k'ou, China's southern gateway. The only passable route across the border is by way of a bridge on the Nan-ch'i River.

491 Traffic between Yunnan Province and Burma has been shifted to the highway since the abandonment of the old Yunnan-Burma Railway. The highway starts from Kunming and passes through Ta-li and T'eng-ch'ung. The only international road suitable for mechanized vehicles crossing this section of China's boundary, the highway has become known as the Burma Road and is remembered for the important role it played when China was resisting the Japanese.

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(Table 1 faces p. 851)

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Table 1. The Railway Lines of Southwest China, 1955*
(Unit: Km = kilometers, Mi = miles.)

Name	Terminals	Length
The Chungching Railway Administration		
Trunk Lines		
Chungking-Chengtu Line	Chengtu to Chungking	505 Km. (313 Mi.)
Szechwan-Kweichow Line	Chungking to Kweiyang	130 Km.#(80 Mi.)
	Total	635 Km. (393 Mi.)
The Kunming Railway Administration		
Trunk Lines		
Yunnan-Indo-China Line	Kunming to Hok'ou	465 Km. (291 Mi.)
Chengtu-Kunming Line	Kunming to Neichiang	174 Km.x(109 Mi.)
Yunnan-Burma Line	Kunming to Kunnung	35 Km.y(22 Mi.)
Branches		
Pisechai Shihp'ing Line	Pisechai to Shihp'ing	144 Km. (90 Mi.)
Chichieh-Kochiu Line	Chichieh to Kochiu	34 Km. (21 Mi.)
	Total	852 Km. (533 Mi.)
The Second Bureau of Railway Works		
Paochi-Chengtu Line	Paochi to Chengtu	456 Km.z(285 Mi.)
	Grand Total	1,772Km.(1,211 Mi.)

*Ling Hung-hsün, Chung-kuo T'ieh-lu Kai-lun [General Survey of China's Railways], Taipei, 1950, pp. 32-33. Ito Toshio, Chukyo tetsudo no genjo [The Present Conditions of the Chinese Communist Railways], Tokyo, Ministry of Foreign Affairs, 1954, pp. 24-25, and 53.

#The complete line is 320 kilometers (200 miles) and at present it covers only the completed section between Chiang-chin and Kan-shui-ch'ang.

xCovers the already completed section between Kunming and Chan-i, but the total length of the entire line is 810 kilometers (506 miles).

yCovers the already completed section between Kunming and An-ning, but the total length of the line is 860 kilometers (537 miles).

zCovers the already completed section between Chengtu and Lüeh-yang, but the total length of the line is 672 kilometers (420 miles).

[facing p. 851]

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489 China in spite of the numerous difficulties encountered. After the "liberation," the Communists, in addition to the rehabilitation of existing railways and highways, began to build new ones. In addition, some improvements have been made in inland water transport and aviation. Consequently, Southwest China is now able to ship its surplus grain to regions where grain production is inadequate.

I. RAILWAY REHABILITATION AND CONSTRUCTION

• 496 Since the Communists came to power in 1949, efforts have been made to restore and expand the railway network in Northwest and Southwest China. The railways which are now (1956) in operation in Southwest China are shown in Table 1.

499 the railway must pass through innumerable mountains and bridge many deep ravines. About 35 per cent of the roadbeds have to be built on solid rock.[21] Over 30 per cent of the rails had to be laid in tunnels on the section from Pao-chi to Ch'in-ling.[22] In 1955, five tunnels were completed on the northern section and the largest Ch'in-ling tunnel was finished.[23]

• 496 The section between Chungking and Kan-shui-ch'ang on the Szechwan-Kweichow Railway was completed by the Nationalist regime. Connection with the Chengtu-Chungking Railway has facilitated the shipment of grains, tung oil, and minerals from Chi-chiang and a few other points in Kweichow to Chungking.[24] The original narrow-guage rails have been changed to standard-guage.[25]

The Chengtu-Kunming Railway starts in Nei-chiang on the Chengtu-Chungking Line, passes through Tzu-liu-ching (Tzu-kung), and runs along the Chin-sha River and the Hsiao River to reach Kunming, a total distance of 810 kilometers.[26] The route was

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22. Ibid.
23. Survey of China Mainland Press, Hong Kong, Dec. 24, 1953.
24. Wen-hui Daily, Hong Kong, June 25, 1955.
25. Ibid.
26. Chao Yung-seen, op. cit., p. 20.

1:Stanford U. S-4, 5 1956 AF16 SW China
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496 surveyed in 1953 by the Communists, who made its construction a part of the first Five-Year Plan.[27] The section from Kunming to Chan-i completed by the Nationalists has already been opened to traffic.[28] This line is of little economic value, because it runs through the poorer districts of the Chin-sha River valley. However, since it is the shortest route between Chungking and Kunming, it would be of military value in case of war.

The Chengtu-Kunming Railway will be connected with the French-built Yunnan-Indochina Railway at the border. Because the section between Ho-k'ou and Pi-se-chai was destroyed by the Chinese Nationalist Army when the Japanese landed in Indochina in the autumn of 1940, the Communists have had to[29] rebuild this section. It was reported in 1953 that the Communists had begun to extend the Pi-se-chia--Shih-p'ing line through Yüan-chiang and Mo-chiang to reach P'u-erh near the border of Laos.[30]

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27. New China News Agency, Chungking, Aug. 18, 1953.
28. Ling, Hung-hsün, op. cit., p. 33.
29. Chao Yung-seen, op. cit., p. 22.
30. Ibid.

7: Hu K-5 (1934-) 1946 AF16 Southwest China AF16

of other important lines within the Basin (Fig. 7). Four more trunk lines are still under construction.[1] 491

The highway system of the Basin was laid out with Chengtu as its center. The six trunk inter-provincial lines, most of them radiating from Chengtu, include the Szechuan-Shensi, Szechuan-Kweichou, Szechuan-Hunan, Szechuan-Hupeh, Szechuan-Sikang, and Szechuan-Yunnan lines (Fig. 7).

Among the inter-provincial trunk highways, the Szechuan-Kweichou line is at present the most significant. This is mainly because of the fact that the northern section of this highway, from Chengtu to Chungking (with a distance of 450 kilometers), also forms a part of the Chengtu-Chungking highway. Thus it is also one of the principal arteries of transportation within the Basin. Moreover, it is through this vital channel (the Szechuan-Kweichou highway) that the urgently needed war materials from abroad, and the flow of Szechuan agricultural and forestry products, such as silk, tung oil, and others, for exports to the western world, are now transported (Fig. 18). This route now plays exactly the same vital role as the Yangtse gorges route did in the pre-war days. Its importance, indeed, cannot be over-exaggerated, so long as the present war against the invaders continues.

Other important highway lines within the Basin include Wei-chiang-Tzeliuching, the Chengtu-Kuan-hsien, the Chung-Pa-Pishan, and the Santai-Kienyang lines (Fig. 7). The last line is particularly important because it forms part of a through route running north and south within the Basin.

c) The principal rail-line.--In all of Szechuan Basin there is only one "toy" railway, 120 li long (Fig. 19), running between Hsi-shan and Pai-miao-tze. It was constructed with 20-pound rails and a 24-inch gauge.[2] This line, known as the Pai-chuan Railway (Fig. 7), was erected in 1929. Its chief function is to facilitate carrying coal from Lung Wang Tung and Pai-Chuan mines to the nearby urban markets of Chungking. Up to now no railway of any significance has penetrated the Basin. 496

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[1] Bureau of Reconstruction, Szechuan Provincial Government, Highway Statistics (1940), p. 46.

[2] H. R. Issac, "The Only Railway in Szechuan," Far Eastern Review, XXVII, No. 9 (1931), 551-54.